Site 17. STOCKTON ILA

Environmental Checklist

ENVIRONMENTAL CHECKLIST

1. Facility Title:
Level 3 Communications Infrastructure Project, Stockton ILA

2. Lead Agency Name and Address:
California Public Utilities Commission
Van Ness Avenue, San Francisco, CA 94102
(415) 703-2782

3. Contact Person and Phone Number:
Gary Finni, Level 3 Communications, LLC
6689 Owens Drive, Suite A, Pleasanton, CA 94588
(925) 398-3000

4. Facility Location:
The project site, 2079 Miner Avenue, is located in Stockton, San Joaquin County, California. The parcel is approximately 1.0 acre in size, and contains a 25,000 square-foot concrete building. Access is provided from Miner Avenue to the south. A site vicinity amp is provided as Figure 17-1. A site plot plan is provided as Figure 17-2. Additional maps and detail are provided in the PEA (PEA, 2000, following p. 17-39)

5. Proponent's Name and Address:
Level 3 Communications, LLC ("Level 3")
1450 Infinite Drive, Louisville, CO 80027
(303) 926-3000

6. General Plan Designation: Heavy Industrial

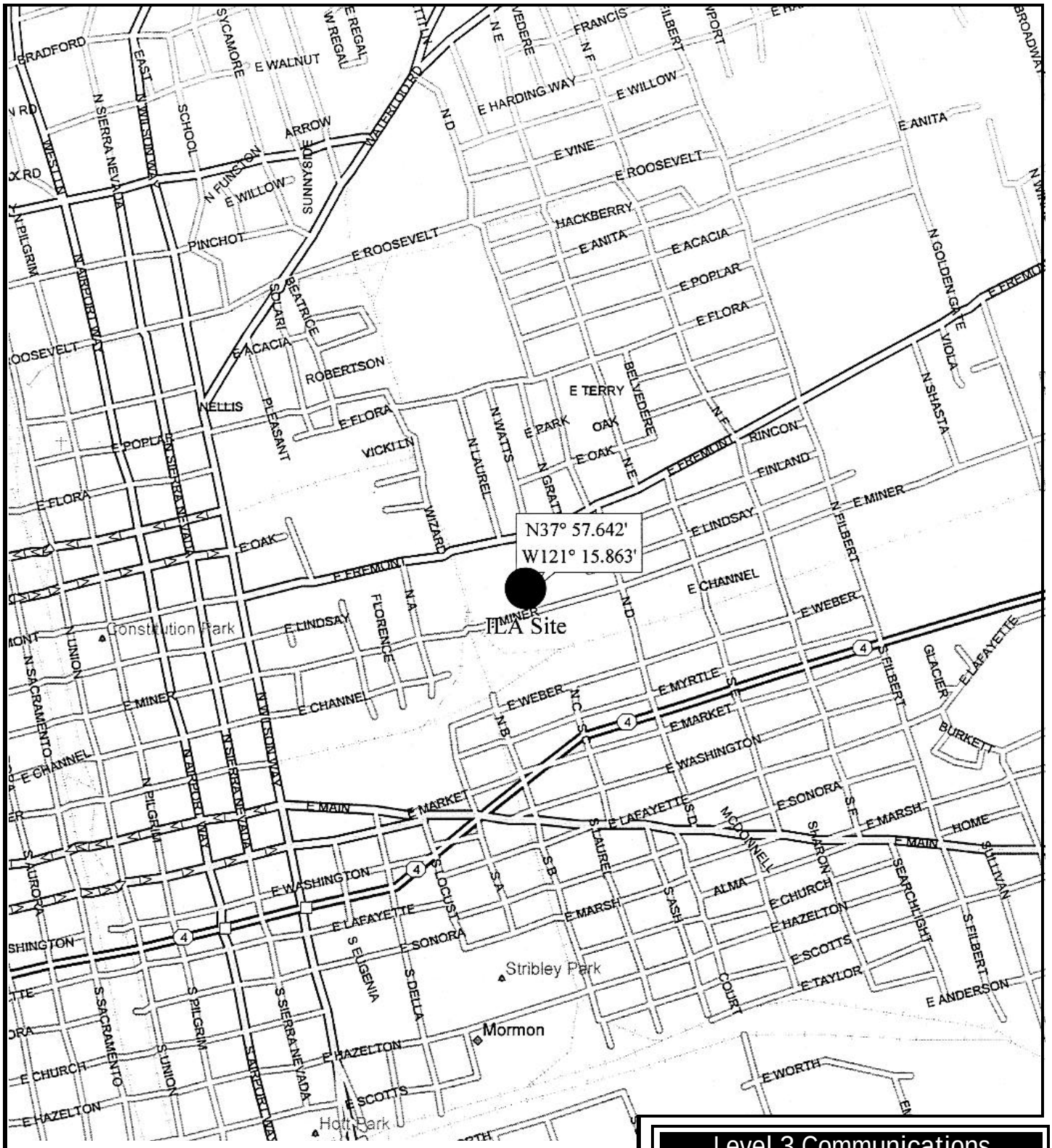
7. Zoning: Light Industrial (M-1)

8. Description of Facility:
This checklist evaluates the design, construction, and operation of the Stockton ILA, which will be located outside of an existing utility corridor.

The Stockton ILA will be constructed within an existing building located on a developed 1.0-acre site at 2079 Miner Road. The building encompasses approximately 25,000 square feet of the parcel and retrofitting of finished office space is required. The shell will remain intact with the new electronics installed within. A separate generator structure will be constructed at the east side of the property utilizing a new engineered concrete pad.

An ILA station is required to receive signals and amplify the light power that comes into it before transmitting the signal along the fiber optic cable. Signal amplification capabilities are required approximately every 60 miles or less along the network.

The proposed ILA station will be engineered for the utilization of the available building space. No prefabricated ILA huts will be used at this location.



Scale 1:15,625 (at center)

1000 Feet

500 Meters

Local Road

Major Connector

Primary State Route

Interstate/Limited Access

Exit

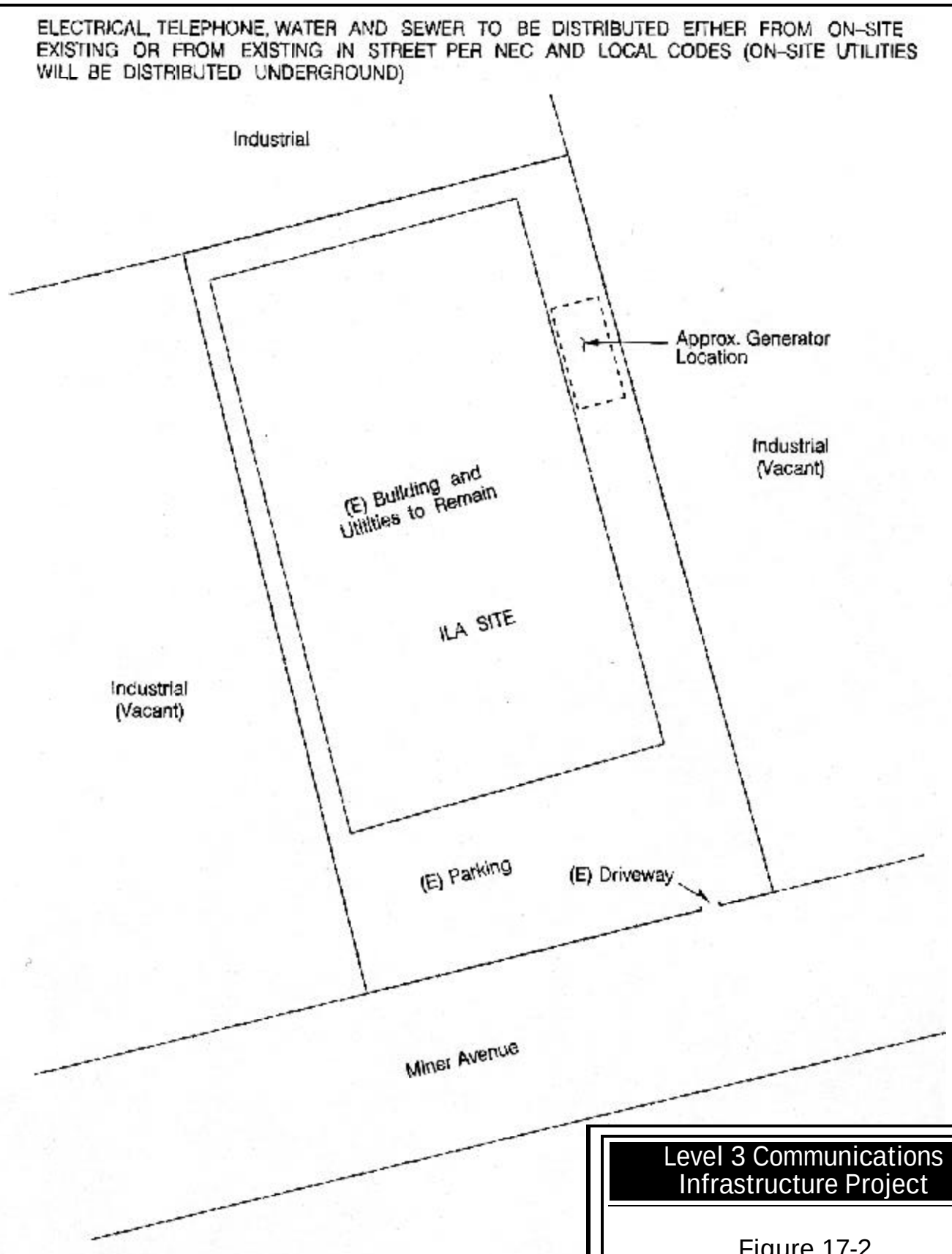
Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 17-1

Stockton ILA
Site Vicinity Map

Aspen
EnvironmentalGroup



Source: PEA,2000

Level 3 Communications Infrastructure Project

Figure 17-2

Stockton ILA Conceptual Plot Plan

Aspen Environmental Group

No additional buildings will be constructed. Control and maintenance functions will occur within the proposed facilities. Parking space and a driveway providing access from Miner Road exists to support site maintenance activities. Fencing around the ILA facility will be of chain link construction and will be eight feet tall. A locked gate will restrict access to the site.

The Stockton ILA will require electricity and telephone lines. Utility lines supporting these capabilities are present. Normal electrical power will be provided, consisting of 400-amp, 480-volt, three-phase service. Water and sewer hookups are in place, although not required because the site will not be permanently staffed. Site grading is not anticipated nor will there be any net change in impervious surfaces. Thus, no changes in storm water drainage characteristics are anticipated. Fire protection equipment will be installed per local codes.

Figure 17-2 is a conceptual plot plan of the Stockton ILA site showing required setbacks and locations of utility and vehicle access. The area bounded by the setbacks is the "development window" within which the present building is situated. The precise location of the ILA interior electronics will be determined during the engineering design phase of the project.

There will be no site development, including no grading for placement of the generator shelter nor for access and parking. Upgrading of the generator foundation will be engineered and completed prior to delivery of prefabricated components (i.e., shelter placement), placement of the fiber optic cable line, and installation of utility connections. Erection of any additional perimeter fencing will occur prior to all improvements.

The fiber optic cable feed to the ILA will be from the railroad Right-of-Way (ROW), located one block west of the site (Figure 17-2). The running line will enter the southern portion of the property from the railroad ROW via Miner Road. The connection to the ILA facility will be installed at a depth of approximately 42 inches either by plowing in the conduit (which does not require a trench) or by digging a trench, laying the conduit, and back-filling.

The offices within the building will be retrofitted. Retrofitting debris from the building in addition to some asphalt removed for the generator pad upgrade will require disposal. The estimated volume of demolition debris is 265 cubic yards. During construction, no offsite areas will be required for mobilization or parking of construction or worker vehicles.

One 300-kilowatt (kW), 449-horsepower (hp) diesel-powered generator will provide emergency power. The pre-cast concrete generator housing or shelter will be approximately 12 feet wide, 24 feet long (288 square feet), and 10 feet high. It will arrive pre-assembled and will be installed on an improved concrete foundation. Insulation will be provided as needed for noise abatement. The generator will be mounted on a 1,000-gallon, double-walled, aboveground storage tank that is 13 feet long by 8 feet wide by 1 foot 9 inches high. The double-walled storage tank on which the engine/generator set is mounted is designed to support the weight of the engine/generator set and this mounting is a common design for emergency engine/generators. For engine/generator sets that are operated more frequently, the fuel tank is mounted separate from the engine/generator since greater fuel storage capability is required and the storage tank would be too large to be located beneath the engine/generator (PEA, 2000, p. 17-2). The tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote).

During operation at 100-percent load, the 449-hp generator consumes approximately 22 gallons of diesel fuel per hour (gph). At 75 percent load, fuel consumption rate is 16.5 gph. During most of the 30 minutes of testing and maintenance run time each week, the generators will run at 50-

percent load. However, for the purpose of this "worst-case" calculation, a 75-percent load and 30 hours of run time each year (i.e., 1/2-hour/week times 52 weeks, plus 4 hours contingency) is assumed. Therefore, 30 hours per year multiplied by 16.5 gph equals 495 gallons of diesel fuel consumption per year for testing and maintenance. Testing of the emergency generator will be controlled remotely, and will not be part of site maintenance activities.

Each generator will be equipped with a spill tray beneath the filling port and a spill emergency response kit. The kit will consist of a 55-gallon drum containing oil-absorbing booms and pads, tarps, duct tape, and shovels. These materials will be placed near the filling port for immediate access should a release occur. A laminated placard listing the number of an emergency response contractor and appropriate spill-reporting procedures will be contained in the drum and will also be displayed near the filling port. Should a release occur that Level 3 personnel could not manage, the emergency response contractor will be called.

technical staff will be trained in safety and spill-response procedures that should be implemented during diesel fuel deliveries. These written procedures will define the necessary steps for use and disposal of spill containment equipment located at the site. A Level 3 technician will accompany any third party contractor delivering fuel. Because the facilities are kept locked, the Level 3 technician will unlock/lock the security gate during ingress and egress. The technician will advise the contractor as to the location of the filling port for the fuel tank, describe the site safety requirements, observe the fueling process, and listen for the high fuel alarm. Should a release occur, the Level 3 technician will immediately initiate containment and cleanup procedures.

The ILA site will not be permanently staffed. Each will be visited approximately once a week for routine maintenance, data downloading, and fuel tank filling (assumed for analysis purposes to be 60 trips per year).

Current and potential cumulative projects in the vicinity of the proposed Stockton site are provided in Table 17-1 of the PEA (PEA, 2000, follows p. 17-39). Criteria for inclusion of a project in the cumulative impact assessment are as follows:

- Projects that are within two miles of the site. In some cases these projects are in more than one jurisdiction

- Projects that are scheduled for construction from one year before to one year after the "construction een March 1999 to March 2003

- Current projects that include those which have been approved by the lead agency and have had their environmental document signed, approved, and/or certified

- Potential projects that have been formally submitted to the lead agency and which are defined well enough to discern where they are, what they are (type of land use), and how big they are (acres, dwelling units, square footage, etc.). Although these submitted, but not approved projects are considered "speculative" under CEQA, they give an indication of potential future development around the facility site.

Table 17-1 of the PEA lists three currently approved projects within two miles of the project site. They include a building and parking structure, renovation of a hotel, and the "Smart Transfer Station" project. They are located 1.5 miles, 1.5 miles and 1 mile, respectively, away from the project site. Future projects listed in the table include a movie theatre (1.5 miles form site), a stadium (1.5 miles from site) and the "Weber Block" project.

9. Surrounding Land Uses and Environmental Setting:

The project is located in a developed industrial area. Surrounding development is industrial in nature and similar in character to the project site. Resource-specific baseline settings are provided in Sections I – XVI of this checklist.

10. Other Agencies Whose Approval is Required:

The site is located within the jurisdiction of the City of Stockton.

The zoning designation for the project site is Light Industrial (M-1). The proposed project is a permitted use in the M-1 zoning district and would not require land use permits. The project site is located in a City-designated Enterprise Zone. This zone entitles the project to a discount on building permit fees and an expedited permitting process (PEA, 2000, p. 17-3).

Under San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Rule 2010, installation and operation of an emergency standby generator requires an authority to construct permit and a permit to operate. The construction and operation of the standby generator must be in accordance with SJVUAPCD's Rule 2201 which requires Best Available Control Technology ("BACT") to minimize nitrogen oxide ("NO_x") and volatile organic compound ("VOC") emissions, precursors to ozone (PEA, 2000, p. 17-3).

Specific local policies relevant to each of the 16 environmental impact issue areas are provided in Table 17-2 of the PEA (follows p. 17-39). When there are no relevant and applicable policies, this fact is stated with an explanation. Sources for the policies are provided at the end of the listing.

11. Determination:

On the basis of the analysis of this Initial Study, the proposed facility would not have a significant effect on the environment because the Environmental Commitments described below would be incorporated into the design and construction of the facility.

The proposed facility is an element of the project addressed in a Petition to Modify an existing Certificate of Public Convenience and Necessity (CPCN) (Decision No. 98-03-066). That CPCN was supported by a Mitigated Negative Declaration that included mitigation measures to be implemented in the design, construction, and operation of the previously approved telecommunications facilities within existing utility rights-of-way. The project will incorporate all of the mitigation measures outlined in the previous Decision, as well as those of this environmental review, into its design and construction of the project. Therefore, the actions previously imposed as mitigation measures in the CPCN Decision are now Environmental Commitments for the facility addressed herein. In summary, these Environmental Commitments include:

- Measures to mitigate potential impacts to various resources
- All required local, regional, state and federal approvals and permits required for construction and operation of the project
- Coordination with local and resource management agencies
- Notifications of adjacent property owners

- Coordination with other utility projects in the area
- Documentation and reporting of compliance.

A complete list of mitigation measures from the previous Negative Declaration is provided in Appendix B of the PEA (PEA, 2000, Volume 3).

I. AESTHETICS

The site is located in an urban landscape dominated by built structures and infrastructure. Existing visual quality and viewer sensitivity are rated low, and viewer exposure is rated moderate. Visual absorption capability is rated high since the proposed project will be installed in an existing building (see the Visual Analysis Data Sheet at the end of this Site Initial Study Checklist). The proposed project will minimally alter the existing building exterior appearance and visual features and no visual contrast is expected. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant visual impacts are anticipated and no mitigation measures are recommended. Figure 17-I-1 shows the location of the Key Viewpoint from which the Visual Analysis Data Sheet was developed. Figure 17-I-2 shows the view from the Key Viewpoint. These figures are located at the end of this Site Initial Study Checklist. Also, see PEA Photos 17-A and B for additional views.

Evaluation

a)	Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The project site is not located within the viewshed of a scenic vista. The project will result in only minor changes to the existing building's exterior appearance and visual character as viewed from Miner Avenue.

b)	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The site is not located on, or in close proximity to, scenic resources such as trees or rock outcroppings. The project is not visible from a scenic highway. See also I.a above.

c)	Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. Existing views of the site encompass an urban setting of industrial development; paved surfaces; and infrastructure. Since project construction will only involve interior renovation of an

existing building, visual absorption capability is considered high. The proposed project would not significantly change the existing visual character or quality of the site or surroundings.

d)	Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. No new sources of exterior lighting are proposed. Therefore, the project would not adversely affect day or nighttime views in the area or create glare.

II. AGRICULTURAL RESOURCES

The site is located in a developed urban area. The General Plan designation is "Heavy Industrial" and the Zoning designation is "Light Industrial." The site does not hold any special agricultural designations and is not currently used for agricultural purposes. The site currently contains a 25,000 square-foot industrial building. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant agricultural impacts are anticipated as a result of project implementation.

Evaluation

a)	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The site is not located on land designated as Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance. Therefore, the proposed project would not result in the conversion of such farmland to non-agricultural uses.

b)	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The site is not zoned for agricultural use nor is the site under a Williamson Act contract.

c)	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The site is a developed urban parcel and does not retain properties of significant agricultural value (see [a] and [b] above). Project construction would result in the continuation of a developed site, and would not result in the conversion of farmland or significant agricultural potential to a non-agricultural use.

III. AIR QUALITY

Setting

The proposed project is within the San Joaquin Valley Air Basin and is currently designated as a nonattainment area for state and national one-hour average ozone standards and for state and national respirable particulate matter ("PM10") standards. There are a number of commercial establishments and residences located adjacent to the site. The distance of the closest sensitive receptor to the nearest boundary of the site is 464 feet.

As part of the ozone and PM10 attainment strategies under the applicable federal and state air quality plans, SJVUAPCD requires that there be no significant increase in emissions of NO_x, ROC, and PM10 from new and modified sources. To meet these objectives, numerical thresholds are set on construction and operation related emissions of pollutants from internal combustion engines.

SJVUAPCD recommends the use of emission threshold to regulate individual development projects. For VOCs and NOx, the thresholds are annual, equal to 10 tons per year (tpy). In contrast, the thresholds for PM10, SOx, and CO are expressed on a daily basis (80 lb/day, 150 lb/day, and 550 lb/day, respectively).

Under SJVUAPCD Rule 2010, installation and operation of an emergency standby generator requires an authority to construct permit and a permit to operate. The construction and operation of the standby generator must be in accordance with SJVUAPCD's Rule 2201 which requires Best Available Control Technology ("BACT") to minimize nitrogen oxide ("NO_x") and volatile organic compound ("VOC") emissions, precursors to ozone. By controlling NO_x and VOC emissions, the BACT requirements also indirectly reduce PM10 emissions because both NO_x and VOC are also precursors to secondary formation of PM10. SJVUAPCD Rule 2201 includes an offset exemption for emergency standby generators for which adequate documentation can be provided that operation does not and will not exceed 200 hours per year, and will not be used in conjunction with any utility voluntary demand reduction program. Under this exemption, emissions associated with the occasional use and testing of emergency generators are not subject to numerical thresholds.

Rule 4701-Internal Combustion Engines, specifies emission limits, and requirements for monitoring, testing, and recordkeeping. The requirements of this rule will not apply so long as the emergency generator/standby engine complies with SJVUAPCD Rule 2201 exemption conditions.

Evaluation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

a) Less than Significant Impact. Site construction parameters affecting emissions from mobile sources and the emergency generator, and the resulting emissions are estimated in Table 17-III-1 (PEA, 2000, Table 17-3). These resulting emissions are well-within regulatory thresholds. Therefore, project emissions would be in compliance with the applicable air quality plan.

The project would include use of existing on-site paved roads and driveways to provide access directly to the building and equipment.

Generator testing and the visiting technician vehicle would contribute operational air emissions as shown in Table 17-III-1. The generator would be operated in a manner consistent with existing air quality plans by fully complying with the requirements of Rule 2010, and particularly meeting the BACT requirements of Rule 2201. The emergency generator would be operated less than 200 hours per year, would not be used in conjunction with any utility voluntary demand reduction program, and would be fully documented with regard to duration of use.

Normal operations at the site would generate approximately one vehicle trip to and from the site each week.

Level 3 has already committed to take the following actions to implement Environmental Commitments in the CPCN Decision:

- Obtain an authority to construct and permit to operate the emergency standby generator under SJVUAPCD Rule 2010

- Construct and operate the generator under BACT in accordance with SJVUAPCD's Rule 2201 to minimize NO_x and VOC emissions. Based on SJVUAPCD guidance, BACT for NO_x emissions will include a turbocharger with intercooler/aftercooler and engine timing retard by a minimum of four degrees from the manufacturer's standard timing, or a maximum emission rate of 7.2 grams of NO_x per horsepower-hour. BACT for VOC emissions will include positive crankcase ventilation and use of fuel satisfying reformulated diesel specification established by the Air Resources Board

- Obtain an offset exemption for the emergency standby generator as provided by Rule # 2201and document that the generator will not and does not operate more than 200 hours per year and will not be used in conjunction with any utility voluntary demand reduction program.

Level 3 has committed to fully comply with SJVUAPCD's Rule 8020 by implementing the following dust control measures during construction, as applicable:

- Dust emissions from all disturbed areas, including storage piles that are not being actively utilized for construction purposes, will be effectively stabilized using water, chemical stabilizer or suppressant or vegetative cover.

- Dust emissions from all on-site unpaved roads and off-site unpaved access roads will be effectively stabilized using water or chemical stabilizer or suppressant.

- Fugitive dust emissions from all land-clearing, grubbing, scraping, excavation, land-leveling, grading, cut and fill, and demolition activities will be effectively controlled by watering during these activities or presoaking.

- When materials are transported off site, all material will be covered, effectively wetted to limit visible dust emissions, or kept below at least 6 inches of freeboard space from the top of the container.

- All operations will limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. Dry rotary brushes will not be used except when preceded or accompanied by sufficient wetting to limit the visible dust emissions. Blower devices will not be used.

TABLE 17-III-1 AIR QUALITY CALCULATIONS

Construction Engine Emissions

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (1) (hrs or trips)	NUMBER OF DAYS	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (2)	NO_x Daily (lbs/day)	NO_x Total (tons)	VOC EF (2)	VOC Daily (lbs/day)	VOC Total (tons)	PM_{10} EF (2)	PM_{10} Daily (lbs/day)	PM_{10} Total (tons)	SO_x EF (2)	SO_x Daily (lbs/day)	SO_x Total (tons)	CO EF (2)	CO Daily (lbs/day)	CO Total (tons)	NOTES
Site Grading (11 cy)																					
Backhoe Loader	200	1	1	1	-	2370	5.2	0.0026	180	0.4	0.0002	15	0.03	0.0000	135	0.30	0.0001	205	0.5	0.0002	6
Vac Truck	153	2	1	1	-	1660	7.3	0.0037	110	0.5	0.0002	15	0.07	0.0000	105	0.46	0.0002	110	0.5	0.0002	6
Surveying Lt-Heavy Duty Truck	117	3	1	1	-	780	5.2	0.0026	72	0.5	0.0002	44	0.29	0.0001	85	0.56	0.0003	105	0.7	0.0003	6
Lt-Heavy Duty Truck	10 cu yd	1	1	1	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.08	0.0000	0.31	0.04	0.0000	14.0	1.9	0.0009	7
Worker Light Truck	175	1	1	1	30	18.4	2.4	0.0012	4.4	0.6	0.0003	0.84	0.11	0.0001	0.31	0.04	0.0000	35	4.6	0.0023	6
Equipment Delivery Truck	Low boy	3	1	-	30	11.3	4.5	0.0022	2.2	0.9	0.0004	0.59	0.23	0.0001	0.31	0.12	0.0001	14.0	5.6	0.0028	7
Worker Light Truck	Light	2	1	-	30	1.0	0.3	0.0001	0.35	0.1	0.0000	0	0.00	0.0000	0.06	0.02	0.0000	7.22	1.9	0.0010	7
Maxima and Subtotals (Site Grading)							16.0	0.0132		2.3	0.0016		0.71	0.0004		0.78	0.0008		14.6	0.0078	
Gutting of Building Interior (265 cu.yds.)																					
Semi-end Dump Trucks	20 ton	3	3	-	100	11.3	14.9	0.0223	2.2	2.9	0.0044	0.59	0.78	0.0012	0.31	0.41	0.0006	14.0	18.6	0.0279	7
Worker Light Truck	Light	12	3	-	30	1.00	1.6	0.0024	0.35	0.6	0.0008	0	0.00	0.0000	0.06	0.10	0.0001	7.22	11.5	0.0172	7
Maxima and Subtotals (Demolition)							16.5	0.0247		3.5	0.0052		0.78	0.0012		0.51	0.0008		30.0	0.0450	
Pad Construction (11cy)																					
Cement Truck	10 yd3	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.08	0.0000	0.31	0.04	0.0000	14.0	1.9	0.0009	7
Gravel Truck	10 yd3	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.08	0.0000	0.31	0.04	0.0000	14.0	1.9	0.0009	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.1	0.0000	0	0.00	0.0000	0.06	0.02	0.0000	7.22	1.9	0.0010	7
Maxima and Subtotals (Pad Construction)							3.2	0.0016		0.7	0.0003		0.16	0.0001		0.10	0.0000		5.6	0.0028	
Trenching & Utility Installation (350cy)																					
Excavator	84	8	12	1	-	774	13.6	0.0819	64	1.1	0.0068	13	0.23	0.0014	58	1.02	0.0061	79	1.4	0.0083	6
Equipment Delivery Truck	Low boy	1	2	-	30	11.3	1.5	0.0015	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.04	0.0000	14.0	1.9	0.0019	7
Worker Light Truck	Light	2	12	-	30	1.00	0.3	0.0016	0.35	0.1	0.0006	0	0.00	0.0000	0.06	0.02	0.0001	7.2	1.9	0.0115	7
Maxima and Subtotals (Trenching and Utility Installation)							15.4	0.0850		1.5	0.0076		0.31	0.0015		1.08	0.0062		5.2	0.0216	
Shelter Placement																					
Crane	150 ton	2	1	1	-	576	2.5	0.0013	82	0.4	0.0002	64	0.28	0.0001	41	0.18	0.0001	1624	7.2	0.0036	8
Equipment Delivery Truck	Low boy	1	1	-	150	11.3	7.4	0.0037	2.2	1.5	0.0007	0.59	0.39	0.0002	0.31	0.21	0.0001	14.0	9.3	0.0046	7
Worker Light Truck	Light	2	1	-	30	1.00	0.3	0.0001	0.35	0.1	0.0000	0	0.00	0.0000	0.06	0.02	0.0000	7.2	1.9	0.0010	7
Maxima and Subtotals (Shelter Placement)							10.2	0.0051		1.9	0.0010		0.67	0.0003		0.40	0.0002		18.4	0.0092	
General Construction Activities																					
Compactor	<25 hp	1	1	1	-	8	0.0	0.0000	227	0.5	0.0002	1.4	0.00	0.0000	0	0.00	0.0000	6350	14.0	0.0070	8
Equipment Delivery Truck	Low boy	1	1	-	30	11.3	1.5	0.0007	2.2	0.3	0.0001	0.59	0.08	0.0000	0.31	0.04	0.0000	14.0	1.9	0.0009	7
Construction Generator	<50 hp	8	12	1	-	0.02	0.0	0.0000	0.002	0.0	0.0000	0.001	0.00	0.0000	0.00	0.00	0.0000	0.01	0.0	0.0000	8
Water Truck	4500 gal.	1	2	-	30	11.3	1.5	0.0015	2.2	0.3	0.0003	0.59	0.08	0.0001	0.31	0.04	0.0000	14.0	1.9	0.0019	6
Worker Light Truck	Light	1	17	-	30	1.0	0.1	0.0011	0.35	0.0	0.0004	0	0.00	0.0000	0.06	0.01	0.0001	7.2	1.0	0.0081	7
Maxima and Subtotals (General Construction)							3.1	0.0034		1.1	0.0011		0.16	0.0001		0.09	0.0001		18.7	0.0179	
Maxima and Subtotals, Construction Engine Emissions [3]								0.1330			0.0168		0.78	0.0036		1.08	0.0082		30.0	0.1043	
Total Construction Emissions (Fugitive plus exhaust)								0.1330			0.0168		13.20	0.1321			0.0082			0.1043	
Construction Thresholds								10 tpy			10 tons VOC/year		80 lb/day			150 lb/day			550 lb/day		
Insignifigant Impact [9]								Yes			Yes		Yes			Yes			Yes		

Construction Fugitive Dust Emissions

SOURCE	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	AREA OF GRADING / TRENCHING	PM_{10} EMISSIONS EF	PM_{10} EMISSIONS (daily lbs)	PM_{10} EMISSIONS (total tons)	NOTES
Gutting of Building Interior	8	3	0.27 acres	39.4 lb/acre-day	11	0.016	12
Access Road Use	8	17	0.23 acres	39.4 lb/acre-day	9.1	0.077	13
Trenching - Cable Installation	8	12	-	0.51 lb/hr	4.1	0.024	
Wind Erosion	24	12	0.29 acres	6.6 lb/acre-day	1.9	0.011	11
Subtotal, Construction Fugitive Emissions [3]					12	0.13	15
Total PM10 Construction Emissions (Engine Exhaust and Fugitive) [3]						0.13	

(Continued)

Operation Emissions [4]

SOURCE	SIZE / GROSS HP	DAILY AMOUNT (hours)	DAYS OF ACTIVITY	NUMBER OF UNITS	ONE-WAY DISTANCE (miles)	NO_x EF (g/hr) [2]	NO_x Daily (lbs/day)	NO_x Annual (tons/year)	VOC EF (g/hr) [2]	VOC Daily (lbs/day)	VOC Annual (tons/year)	PM_{10} EF (g/hr) [2]	PM_{10} Daily (lbs/day)	PM_{10} Annual (tons/year)	SO_x EF (g/hr) [2]	SO_x Daily (lbs/day)	SO_x Annual (tons/year)	CO EF (g/hr) [2]	CO Daily (lbs/day)	CO Annual (tons/year)	NOTES
Emergency Generator	337	0.5	60	1		2,325	2.6	0.08	337	0.37	0.011	135	0.15	0.004	313	0.35	0.010	2,865	3.2	0.09	6,14
	(300 KW)																				
Worker Light Truck	Light	-	60	1	30	1.0	0.13	0.004	0.35	0.05	0.001	0	0	0	0.06	0.01	0.0002	7.2	0.96	0.03	7
Total Operation Emissions [5]							2.70	0.08		0.42	0.013		0.15	0.004		0.35	0.011		4.1	0.12	
Operation Thresholds							Exempt			Exempt			Exempt			Exempt			Exempt		
Insignifigant Impact [10]							Yes			Yes			Yes			Yes			Yes		

'- = Not applicable

Unit abbreviations: g/hr = grams per hour, lb/day = pounds per day, tpy = tons per year, tpq = tons per quarter

(1) Daily amount is measured in hours for off-road construction equipment (e.g., grader), and in number of trips for on-road vehicles (e.g., worker light-truck).

(2) Emission factors are in grams per hour for off-road equipment, and in grams per mile for on-road vehicles.

(3) Construction engine emission subtotals are for the complete project. Major pieces of construction off-road equipment (e.g., grader, dozer) are used consecutively, not concurrently.

(4) Operation and construction will not occur simultaneously, and hence, the emissions are not additive.

(5) Operational emission totals are for the project. Only one generator will be tested on a single day.

(6) Emission factors are from Caterpillar Corp.

(7) EMFAC7G Emission Factors (1998, 15mph, 75°F)

(8) SCAQMD CEQA Handbook, Table A9-8-B

(9) Construction emissions have insignifigant impact when no emission of a major piece of off-road equipment exceeds threshold (i.e., major pieces are used consequently, not concurrently).

(10) Operation emissions have an insignificant impact if emergency generators are exempt from regulatory limits or if no regulations apply.

(11) Number of days subject to wind erosion equal to days for trenching.

(12) Area to be graded is sum of 115-foot by 66-foot fenced compound and 10-foot wide perimeter band.

(13) Access road assumed to be 1000 ft long and 10 ft wide.

(14) The 25-minute test cycle will be conducted mostly at 50 percent load. To be conservative, the horsepower is stated and emissions are calculated at 75 percent load.

(15) Daily construction fugitive emissions includes the specific activity plus wind erosion.

- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, fugitive dust emissions from the piles will be effectively stabilized utilizing sufficient water or chemical stabilizer or suppressant.

b)	Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less than Significant Impact. As discussed above, the Stockton ILA Site lies in an area designated as nonattainment of the National and California Ambient Air Quality Standards for ozone and PM10.

SJVUAPCD recommends the use of emission threshold to regulate individual development projects (Table 17-III-1, ~~*Ibid*~~). These thresholds apply to emissions from construction equipment to be used in this project. For VOCs and NO_x the thresholds are annual, equal to 10 tons per year (tpy). In contrast, the thresholds for PM10, SO_x, and CO are expressed on a daily basis (80 lb/day, 150 lb/day, and 550 lb/day, respectively).

Site development would be limited to installation of the standby generator in a new enclosure and the installation of the ILA equipment inside in an existing building. The access road/parking already exists and is paved. Construction activities would require up to two months to complete. Construction of the project would generate fugitive dust (including PM10 but also larger-diameter particulate), and other criteria air pollutants from exhaust emissions basically limited to trenching and grading activities and material delivery (such as cement) by truck. Air quality impacts from fugitive dust emissions during construction would be temporary and intermittent.

Estimates of construction-related engine emissions are shown in Table 17-III-1 (~~*Ibid*~~). For pollutants with annual numerical thresholds (i.e., NO_x and VOC), these total project emissions would be less than two percent of the regulatory limit.

As discussed under III (a) above, Level 3 would implement a comprehensive series of dust control measures to manage fugitive dust during construction.

Over the long-term, the project would result in emissions from operation of both stationary and mobile sources (Table 17-III-1). However, mobile source emissions would be negligible because the site would be unmanned and routine motor vehicle activity would result only from weekly site visits to check on the computers and download information. Stationary source emissions would result from operation of the emergency, diesel-powered, standby engine during weekly routine testing and during unforeseen emergency electricity loss.

c)	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal and state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less than Significant Impact. The Stockton ILA site is one of four PEA sites in the San Joaquin Valley under the jurisdiction of the SJVUAPCD (the other 3 being the Hanford and Bakersfield ILA Sites, and the Fresno 3R Site). Potential total project construction emissions were analyzed for the

possibility of simultaneous construction at these four sites. The same thresholds apply to assessment of total project emissions as were used to evaluate emissions from individual project sites.

Simultaneous construction at all 4 sites would not exceed the annual or daily numerical thresholds. Therefore, the potential impact of the four sites on air quality in the SJVUAPCD is less than significant.

Total emissions from testing and maintaining the emergency generators at all four PEA sites in the San Joaquin Valley are exempt from offset requirements because the emissions from each generator are exempt. Emissions that are exempt from regulatory requirements are considered to have impacts that are less than significant.

The project's incremental contribution to the cumulative effect of additional emissions sources on the regional ozone and PM10 concentrations would not be cumulatively considerable because ozone impacts are the result of the cumulative emissions from numerous sources in the region and transport from outside the region. All but the largest individual sources emit VOCs and NO_x in amounts too small to make a measurable effect on ambient ozone concentrations.

d)	Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less than Significant Impact. Sensitive receptors are defined as facilities that house children, elderly, and ill members of the population, such as schools, day-care centers, hospitals, retirement homes, hospices, and residences. The nearest sensitive receptors to the ILA site are residences that qualify as sensitive receptors. The distance of the closest sensitive receptor to the nearest boundary of the site is 464 feet.

Project construction would affect an area of about 0.1 acre within the larger 1.0 acre site; therefore, receptors associated with surrounding uses would be buffered from the effects of project construction (see Figure 17-2). This buffer, along with the low levels of construction emissions, would prevent substantial pollutant concentrations from reaching sensitive receptors. Through application of fugitive dust control measures outlined above, these emissions would be kept below a level of significance.

e)	Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project would not include activities that create objectionable odors.

IV. BIOLOGICAL RESOURCES

Setting

A 25,000 square foot warehouse (Sulivan Construction Co.) currently occupies the project site. The site includes a building and parking lot surrounded by a chainlink fence. The site is surrounded by similar warehouse development.

The site is heavily disturbed and supports no native habitat.

Evaluation

a)	Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. A list of sensitive species that potentially could occur on the project site was created based upon a California Natural Diversity Database search and knowledge of the project area. Table 17-IV-1 includes these species and their potential for occurrence onsite (Stockton West Quadrangle, California Department of Fish and Game, March 2000).

Table 17-IV-1
Potential for Habitat at the Stockton ILA Site to Support Sensitive Species Occurring in the Vicinity

*Rose mallow (*Hibiscus lasiocarpus*) is not a federal or state listed species but has a CNPS list 2 status. This species is associated with marsh and swamp communities.* The site is heavily disturbed and does not provide marsh or swamp habitat for the rose mallow.
*Delta tule pea (*Lathyrus jepsonii *var.* jepsonii*), a federal species of concern and a CNPS list 1B species, is associated with marsh communities.* The site is heavily disturbed and does not provide marsh or swamp habitat for the Delta tule pea.
*Alkali milk-vetch (*Astragalus tener *var.* tener*) is not a federal or state listed species but has a CNPS list 1B status. This species is associated with alkali soils and vernally moist areas within grassland communities.* *The site is heavily disturbed and does not provide appropriate habitat for the alkali milk-vetch.*
California tiger salamander (*Ambystoma californiense*), a federal candidate species and California state species of concern, is associated with grassland and valley-foothill hardwood communities. This species requires seasonal water sources for breeding. *The site is heavily disturbed and does not provide sufficient upland or breeding habitat for the California tiger salamander.*
*Giant garter snake (*Thamnophis gigas*), a federal and California state threatened species, is associated with aquatic habitat.* The site is heavily disturbed and does not provide aquatic habitat for the giant garter snake.
Swainson's hawk (*Buteo swainsoni*), a California state threatened species, occupies nest sites associated with juniper-sage flats, riparian, and oak savannah communities. *The site is heavily disturbed and does not provide sufficient nesting habitat for the Swainson's hawk.*
The burrowing owl (*Athene cunicularia*) is a federal and California state species of concern. This species utilizes the abandoned burrows of ground squirrels, foxes, and other small animals. Burrowing owls are often found in open, dry grasslands, deserts, and scrublands with low-growing vegetation. *The site is heavily disturbed and does not provide sufficient habitat for burrowing owls.*
*The tricolored blackbird (*Agelaius tricolor*), a federal and California state species of concern, is largely endemic to California. This colonial nesting species is associated with freshwater marshes with cattail, tule, bulrush, or sedge vegetation.* The site does not provide the wetland vegetation associated with tricolored blackbird nesting colonies.
The San Joaquin kit fox (*Vulpes macrotis mutica*), a federal endangered and California state threatened species, is associated with the annual grassland communities of the San Joaquin Valley. The species requires soft, sandy earth to dig burrows in. *The site is heavily disturbed and provides marginal habitat for the San Joaquin kit fox.*

Source: California Department of Fish and Game (CDFG), *Stockton West Quadrangle, California Natural Diversity Database,* March 2000.

The site is heavily disturbed and does not support any native habitat. Similar levels of development characterize the vicinity.

b)	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. This site does not support any riparian vegetation or other sensitive natural habitat. No sensitive habitat has been identified by local or state agencies.

c)	Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The site and project vicinity are not characterized by containing any jurisdictional waterways or vernal pool habitat (PEA, 2000, Figure 9).

d)	Would the proposal interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The site and vicinity are characterized by heavy development. It is unlikely that this site is located within a wildlife movement corridor or provides any significant nursery resources.

e)	Would the proposal conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. There are no biological resources onsite that would likely be protected under any local policy or ordinance.

f)	Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. There are no biological resources onsite that would likely be protected under any habitat conservation plans.

V. CULTURAL RESOURCES

Setting

The property is located in the northern San Joaquin Valley on level terrain. The property at 2079 Miner Avenue is in the eastern part of the City of Stockton and San Joaquin County. The property

contains a recently built commercial/warehouse structure and the rest of the parcel is paved. The site is within the area occupied by the ethnographic Northern Valley Yokuts.

Evaluation

a)	Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b)	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) and b) No Impact. An archival record search was completed of the site and area within a one-mile radius by the California Historical Resources Information System (CHRIS), Central California Information Center, CSU Stanislaus. The search also included a check of the California Office of Historic Preservation Historic Property Data File for San Joaquin County, the National Register of Historic Places (listings and eligibility determinations), California Points of Historical Interest, California Register of Historical Resources, and California Historical Landmarks as well as the Caltrans Local Bridge Survey, Survey of Surveys, GLO Plats, and other historic data available at the Center. The records search reported that the property had not been previously surveyed (File No. 3546L) and that there are no previously recorded prehistoric and historic archaeological sites within one mile of the project. Five historic sites are within one mile. No other properties within a mile are listed on the National Register of Historic Places, the California Register of Historical Resources, California State Historic Resources Inventory, California Historical Landmarks, and California Points of Historical Interest.

The State of California Native American Heritage Commission (NAHC) completed a search of the NAHC Sacred Lands file with negative results and identified locally knowledgeable Native Americans for follow-on contact/consultation. -These individuals were contacted and a response from the North Valley Yokut/Ohlene/Oostanean/Mo-Wuk Tribe was received by Level 3 on December, 21, 1999. The tribe recommended that this site be monitored during construction by Native Americans.

The field inventory noted no exposed ground surface on the parcel. The building on the project parcel is modern and is not eligible for the California Register of Historical Resources as it is not associated with significant historic events or important persons, does not have distinctive architectural characteristics, nor does it have the potential to yield information important in history. In addition, the structure is less than 50 years old.

c)	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

c) Less than Significant Impact. The project site is underlain by Quaternary basin deposits, which include the Modesto Formation. No fossil sites have been recorded either on the project site or elsewhere in the immediate area. However, elsewhere in the northern San Joaquin Valley, late Pleistocene fossil sites are reported from areas underlain by basin deposits, including the Modesto

Formation. These fossil occurrences indicate there is a potential for fossil vertebrate materials being encountered by construction-related earth moving activities (PEA, 2000, p. 17-17).

A paleontologic preconstruction field survey will be preformed and paleontological monitoring will be conducted by a qualified vertebrate paleontologist to allow for recovery of larger fossil remains and a small rock sample will be processed for microfossil remains during earth moving activities on the facility site. All recovered fossil remains will be fully treated (prepared, identified by knowledgeable paleontologists, curated, catalogued) and, along with associated specimen data and corresponding geologic and geographic site data, placed in a recognized museum repository. The paleontologist will prepare a final report of findings that includes an inventory of recovered fossil remains. These measures would be in compliance with the Society of Vertebrate Paleontology Guidelines for the management of paleontologic resources and for the museum's acceptance of a monitoring program for fossil collection.

d)	Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The CHRIS records search and field survey provided no evidence of the presence of human remains (File No. 3546L). If suspected human remains are encountered during construction, operations will stop until the proper official is notified, the find evaluated, any mitigation recommendations implemented, and Level 3 has been cleared to resume construction in the area of the find (see ~~*Level 3 Long-Haul Fiber Optics Project Cultural Resources Procedures*~~ (PBNS, 1999:25-39)).

VI. GEOLOGY AND SOILS

Setting

The Stockton area is located in the Central Valley, approximately halfway between the Coast Ranges and the Sierra Nevada Foothills. The area has low seismic activity and a low potential for seismically induced groundshaking. The project site is not located within or near an Alquist-Priolo zone (CDMG, 1999). The closest active fault is the Greenville fault, 28 miles to the west, which is capable of producing minor groundshaking during a large earthquake (Blake, 1998; CDMG, 1996). The project area is not within a landslide, liquefaction, or erosion hazard area (CDMG, 1973). Soil in the project area is classified as highly expansive (USDA, 1992). The Stockton area is undergoing regional subsidence due to groundwater withdrawal.

Evaluation

a)	Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Mines and Geology Special Publication 42. ii) Strong seismic-related groundshaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The project site is not located within or near an Alquist-Priolo zone, a landslide hazard area, or liquefaction hazard area (CDMG, 1973, 1999). Minor to moderate magnitude groundshaking may affect the project site from large earthquakes on active and potentially active faults located approximately 30 to 80 miles from the project area (Blake, 1996; CDMG, 1973). Compliance with local and state seismic building codes will minimize potential seismic hazards.

b)	Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project area is relatively flat and is located in an area designated as having low erosion activity (CDMG, 1973).

c)	Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project site is relatively flat and is not located in an area with unstable soil or geologic units. Regional subsidence due to groundwater withdrawal will not affect the project or be affected by the project.

d)	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The soil in the project area is mapped as a unit of the Jacktone series (USDA, 1992) which is classified as having a high potential for expansive soil. Project compliance with local and state building codes will minimize potential hazards and risks from expansive soil.

e)	Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The existing building has restrooms which could be used by service personnel.

VII. HAZARDS AND HAZARDOUS MATERIALS

Setting

Review of a database of regulatory agency recognized hazardous waste sites revealed no potentially contaminated sites at or adjacent to the project site (Vista, 1999). A site visit by GTC personnel verified site conditions and database information. No proposed or existing schools are located within one-quarter mile of the site. The project site is not located within two miles of a public airport or within an airport land use plan, however Stockton Metropolitan Airport is located approximately 2.15

miles southeast of the project site. Fuel for the standby generator would be stored in an aboveground storage tank onsite.

Evaluation

a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. Proponent would handle and store hazardous materials onsite in compliance with all federal, state, and local regulations.

b)	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. Leak monitoring and spill containment features planned for the onsite aboveground fuel storage tank minimize the risk of hazardous substance release through foreseeable upset or accident.

c)	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project area is located in a light industrial area and no schools or proposed schools are located within one-quarter mile of the project site.

d)	Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The project site is not included on a list of regulatory agency recognized hazardous materials sites (Vista, 1999).

e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The project site is not located within 2 miles of an airport or within an airport land use plan.

f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. There are no private airstrips within the vicinity of the project site.

g)	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. Redevelopment of this site for use as an ILA facility would not alter, impair, or interfere with adopted emergency response and evacuation plans.

h)	Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

h) No Impact. The site is not located in the vicinity of any wildland areas, and would not be subject to wildland fires.

Level 3 has already committed to equip generators with spark arrestors to minimize potential impacts.

VIII. HYDROLOGY AND WATER QUALITY

Setting

The facility is to be constructed within an existing building. The site is not located within a 100-year floodplain (PEA, 2000, Figure 17-9).

Level 3 has already committed to the following actions to ensure that hydrology/water quality impacts are minimized during construction and operation of this site. The actions will be applied as appropriate. Details regarding these actions have been provided (PEA, 2000, Appendix E, Volume 3).

- Bore under sensitive habitats when practicable
- Implement erosion control measures during construction
- Remove cover vegetation as close to the time of construction as practicable
- Confine construction equipment and associated activities to the construction corridor
- No refueling of construction equipment will take place within 100 feet of an aquatic environment
- Comply with state, federal, and local permits
- Perform proper sediment control
- Prepare and implement a spill prevention and response plan
- Remove all installation debris, construction spoils, and miscellaneous litter for proper offsite disposal
- Complete post-construction vegetation monitoring and supplemental revegetation where needed.

In addition, a Notification of Intent (NOI) will be submitted to the applicable RWQCB and the State Water Resources Control Board for construction of the site under the General Storm Water Permit to Discharge Storm Water Associated With Construction Activity. The Storm Water Pollution Prevention

Plan (SWPPP) will include the following: 1) Project Description; 2) Best Management Practices for Storm Water Pollution Prevention; 3) Inspection, Maintenance, and Record Keeping; and 4) Training.

Evaluation

a)	Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. Proposed construction, operation, and waste disposal activities are to be performed in accordance with all applicable regulations.

b)	Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project will not involve groundwater extraction. Net impermeable area will not be increased on the site, so groundwater recharge will not be impacted.

c)	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project involves construction within an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in erosion or siltation characteristics on or off site are anticipated.

d)	Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The project involves construction within an existing building. No site grading is anticipated nor will there be any net change in impervious surfaces. Thus, no changes in storm water drainage characteristics are anticipated.

e)	Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. No site grading is anticipated nor will there be any net change in impervious surfaces. The project involves construction within an existing building, so no net change in the amount and characteristics of runoff is expected.

f)	Would the project otherwise substantially degrade water quality?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

f) Less than Significant Impact. The facility will be placed in an existing building within a developed commercial area. Proposed construction practices are expected to minimize impacts to water quality to the less than significant level.

g)	Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. The project does not include housing.

h)	Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

h) No Impact. The project is not located within a 100-year floodplain (PEA, 2000, Figure 17-9).

i)	Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

i) Less than Significant Impact. Dams exist upstream of the site which could potentially fail (PEA, 2000, p. 17-23). Entire communities are present downstream of these dams which would be impacted in the event of failure. It may be reasonably assumed that these dams have been constructed with the normal standard of care associated with major water resources facilities, and that the risk of failure is very small. In addition, since the site is to be unmanned, the risk of injury or death would occur only during project construction and maintenance, and is therefore considered less than significant.

j)	Would the project expose people or structures to a significant risk of loss, injury or death due to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

j) Less than Significant Impact. The site is not located within an area with a high probability of inundation from tsunami or mudflow (PEA, 2000, 17-23). Some risk of inundation due to seiche does exist (PEA, 2000, p.17-23). However, the site will not be permanently manned. The risk of injury or death would occur only during project construction and maintenance, and is therefore considered less than significant.

IX. LAND USE PLANNING

The proposed site is located at 2079 Miner Avenue in the City of Stockton. The general project vicinity is an urban industrial environment. The 1.0-acre site is occupied by a 25,000 square-foot concrete industrial building that is proposed to be renovated for occupancy by the ILA. The site is bordered by Miner Avenue on the south, and industrial development on the west, north, and east. See Figure 17-1 in this Initial Study and PEA Figures 17-1 through 8 for detailed locator and site vicinity maps.

The General Plan land use designation for the project site is "Heavy Industrial" while the Zoning designation is "Light Industrial." Public utilities and communications facilities are permitted under the Light Industrial zoning designation. The project is not anticipated to conflict with any adjacent uses and is considered consistent with the General Plan and Zoning Ordinance. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant land use impacts are anticipated. See Figure 17-1 in this Initial Study and PEA Figures 17-5, 7, and 8 for locations of adjacent uses.

Evaluation

a)	Would the project physically divide an established community?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The project site is already developed. The proposed project would reuse the existing building and it's location would not divide elements of the local community.

b)	Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The General Plan land use designation for the project site is "Heavy Industrial" while the Zoning designation is "Light Industrial." The proposed project is permitted by right under the "Light Industrial" zoning designation. The proposed project is not expected to conflict with any applicable land use plans, policies, or regulations.

c)	Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The proposed ILA site is an existing developed site. The proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

X. MINERAL RESOURCES

Setting

The project site is not within an area designated by the state or the City of Stockton for known mineral resources (PEA, 2000).

Evaluation

a)	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. There are no known mineral resources within the project area.

b)	Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan other land use plan?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. There are no known mineral resources within the project area.

XI. NOISE

Setting

The project area is designated "heavy industrial" in the City of Stockton General Plan. The zoning designation is Light Industrial (M-1). An existing 25,000 square foot building is present on the site. Approximately 60 percent of the 1-acre site is covered by the building. The nearest receptors are industrial uses located on the adjacent parcels to the north and east. Other industrial uses are located adjacent to the west and east, and 100 feet to the south. The nearest sensitive receptor (a residence) is located 464 feet from the facility.

San Joaquin County restricts construction activities to the period 7 am to 7 pm on days except for Sunday. There are no numerical thresholds for noise from construction sites set by San Joaquin County or the City of Stockton. The City of Stockton limits operation noise levels to a CNEL of 80 dBA or less as measured at the property line of an industrial or commercial noise source.

Evaluation

a)	Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. The proposed project would not generate noise levels in excess of local standards during construction because no numerical thresholds apply. In addition, Level 3 would

comply with the local construction-related noise ordinance by restricting construction activities to the period between 7 am and 7 pm. Because the facility would use prefabricated and existing structures, the construction period would last approximately one month. Potential impacts during construction are less than significant.

With regard to operations, the emergency generator would be the main source of operational noise at the facility. It is estimated that operational noise levels at the property line closest to the generator would be approximately 68 dBA CNEL. This level would be well below with City of Stockton limits for noise in manufacturing areas (80 dBA CNEL). Because construction and operation of the proposed project would comply with local noise standards, potential impacts are less than significant.

Applicant Proposed Mitigation Measure xx-xx:

- Level 3 would comply with local construction-related noise ordinances by restricting construction activities to the period 7 am to 7 pm.
- Level 3 would install the generator in a noise-insulating shelter that reduces noise levels to 85 dBA at a distance of 5 feet from the enclosure, and would set the shelter back at least 5 feet from the nearest property line.

b)	Would the proposal result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

b) Less than Significant Impact. Project construction would not generate excessive groundborne noise or vibration. The low level of groundborne vibration and noise generated during construction would be short term in nature, and generally would not extend more than a few feet from the active construction area. Therefore, potential impacts associated with groundborne vibrations during construction activities are less than significant.

With regard to operations, the emergency generator would be the only potential source of excessive groundborne vibration during weekly 30 minute test periods and during power outages. The generator would be mounted on rubber isolators that effectively reduce groundborne vibration by approximately 95 percent. Hence, potential impacts associated with groundborne noise and vibration during operations of the proposed project are less than significant.

c)	Would the proposal result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. There would be no permanent noise sources at the facility. Therefore, there would be no impacts.

d)	Would the proposal result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

d) Less than Significant Impact. Temporary increases in ambient noise levels would occur during the short construction period. However, these increases would comply with the local construction noise ordinance. Therefore, potential impacts during construction are less than significant.

With regard to project operations, the emergency generator would operate during weekly test for periods of approximately 30 minutes and during power outages, and some minor maintenance activities would generate periodic noise. These periodic noise levels would comply with the noise ordinance limits for operational noise from an industrial source. Therefore, potential impacts associated with periodic noise during project operations are less than significant.

e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The site is not located within an airport land use plan.

f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. The site is not located within two miles of a private airstrip.

XII. POPULATION AND HOUSING

Setting

The project site is located in the City of Stockton, with a population of 242,445 as of 1995 (PEA, 2000, p. 17-28). The project site is developed with one industrial warehouse building and is located in a developed industrial area. The nearest housing is located near the corner of Lindsay Street and D Street, approximately 0.25 mile from the project site. There are no local policies for population and housing which apply to the project site.

Evaluation

a)	Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No impact. The project would consist of the reuse of an existing industrial warehouse building. The project would be unmanned, and would not induce new employment. No new housing or extension of major infrastructure would result. No growth-inducing impacts would occur.

b)	Would the project displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No impact. The project would involve the reuse of an existing warehouse building in a developed industrial area. No residential dwellings are located within the site or would be removed as a function of the project. Consequently, no replacement housing would be necessary.

c)	Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project consists of the reuse of an existing warehouse building. No residential dwellings or individuals would be displaced. Consequently, no replacement housing would be necessary.

XIII. PUBLIC SERVICES

Setting

The project is located within the City of Stockton. Fire and police protection are provided by the City of Stockton. The nearest fire department is approximately 0.5 mile away on Marsh Street, near its intersection with Laurel Street (Figure 17-1). The nearest police station is the police headquarters at Market Street and El Dorado Street. Public facilities within one mile of the project include several schools (Fremont Middle School, Fillmore School, Martin Luther King School, and two private schools) and parks (Stribley Park, Sousa Park, Hott Park and Constitution Park) (Figure 17-1).

Evaluation

a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any or the public services: Fire protection? Police protection? Schools? Parks? Other public facilities?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. Construction and operation of the unmanned ILA facility would have no impact on the local school, parks or other public facilities. An 8-foot fence with a locked gate to restrict access to the site would surround the facility grounds. The site would not have a significant impact on police services. A 1,000-gallon, double-walled, aboveground diesel fuel storage tank would be located on the facility grounds. Tank system design incorporates a high fuel alarm (local) and a tank rupture alarm (remote). Fire protection equipment would be installed per local codes.

Although parks are in the vicinity, the Stockton ILA would not have a physical effect on the parks or increase the need for parks in the area.

XIV. RECREATION

Setting

Three parks located within approximately one mile of the proposed project site including: Stribley Park (approximately 0.5 mile south), Sousa Park (approximately 0.5 mile east), and Constitution Park (approximately 0.5 mile west). However, due to the un-staffed nature of the ILA facility, the proposed project will not result in additional use of existing recreation facilities or require construction of additional recreational facilities. Based on a field study of the site and vicinity, analysis of PEA data and conclusions, a review of applicable local planning policy and guidance, and/or planning agency confirmation of PEA accuracy, no significant recreation impacts are anticipated with project implementation.

Evaluation

a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

a) No Impact. The proposed project will not be permanently staffed. Therefore, the proposed project will not contribute additional use of any recreation facilities.

b)	Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	Potentially Significant Impact ☐	Less than Significant With Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The project would not include recreation facilities nor require the construction of new recreation facilities which might have an adverse effect on the environment.

XV. TRANSPORTATION/TRAFFIC

Setting

Miner Avenue borders the project site on the south. The nearest cross street to project site is A Street. Miner Avenue is designated as an Urban Collector in the City of Stockton General Plan. Urban Collectors provide local service to arterial highways. Collectors are generally two-lane roads with a 60'-70' ROW. The Stockton General Plan does not provide existing or projected Average Daily Traffic (ADT) for collector streets.

Evaluation

a)	Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. During construction of the proposed project, approximately 7 workers would be commuting to the site for approximately three months. Occasionally, trucks would deliver equipment and materials to the site as well as haul construction debris from the site to recycling centers or landfills. During the operational phase of the project, one or two service persons would visit the site approximately once a week. The project would cause a negligible increase in traffic. Therefore, potential impacts are less than significant.

b)	Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The limited project traffic would not result in a measurable increase in congestion.

c)	Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The project would not affect air traffic patterns.

d)	Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. Access to the proposed site would be via existing driveways. No changes to the site design are proposed.

e)	Would the project result in inadequate emergency access?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

e) No Impact. The fiber optic cable feed to the proposed ILA site would be from the railroad ROW one block west of the site via Minor Road (see Figure 17-1). The project would not affect emergency access routes.

f)	Would the project result in inadequate parking capacity?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

f) No Impact. Parking spaces would be provided on-site to accommodate vehicles used in periodic maintenance visits.

g)	Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. City of Stockton policies supporting pedestrian and bicycle transportation would not apply to the project.

XVI. UTILITIES AND SERVICE SYSTEMS

Setting

The project site contains an industrial warehouse building and would be located in a developed industrial area. All utilities and service systems are available on-site. The project would involve the reuse of the existing building as an unmanned ILA facility.

A utility corridor with overhead power lines runs along the south side of Miner Avenue.

Evaluation

a)	Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

a) Less than Significant Impact. The proposed site has existing restroom facilities; however, wastewater generation would be less than significant since the facility would be unmanned. The proposed site would not exceed the wastewater requirements of the applicable Regional Water Quality Control Board.

b)	Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

b) No Impact. The proposed facility would use an existing building with all utilities and service systems available on-site. There would be a minimal amount of wastewater produced. The site would not require the construction or expansion of water or wastewater treatment facilities.

c)	Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

c) No Impact. The proposed facility would reuse an existing site with minimal construction and water use. The facility would not require construction or expansion of storm drainage facilities.

d)	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

d) No Impact. The proposed site would use an existing building with all utilities and service systems available on-site. There would be sufficient water supplies for the minimal water use occurring on-site.

e)	Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

e) Less than Significant Impact. Service personnel would use existing facilities approximately once or twice a week. The local wastewater treatment provider could adequately serve the minimal amount of wastewater that would be generated on-site.

f)	Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☒	No Impact ☐

f) Less than Significant Impact. The proposed facility would involve the reuse of an existing building. There would be modification of the interior of the building, but it would result in minimal solid waste generation. The site's solid waste disposal needs could be served by the Austin Road Landfill, which is permitted by the State of California.

g)	Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact ☐	Less than Significant with Mitigation Incorporation ☐	Less than Significant Impact ☐	No Impact ☒

g) No Impact. The proposed project would not generate a significant amount of solid waste. Landfills where waste will be deposited would be in compliance with applicable solid waste laws. The proposed project would comply with applicable solid waste laws.

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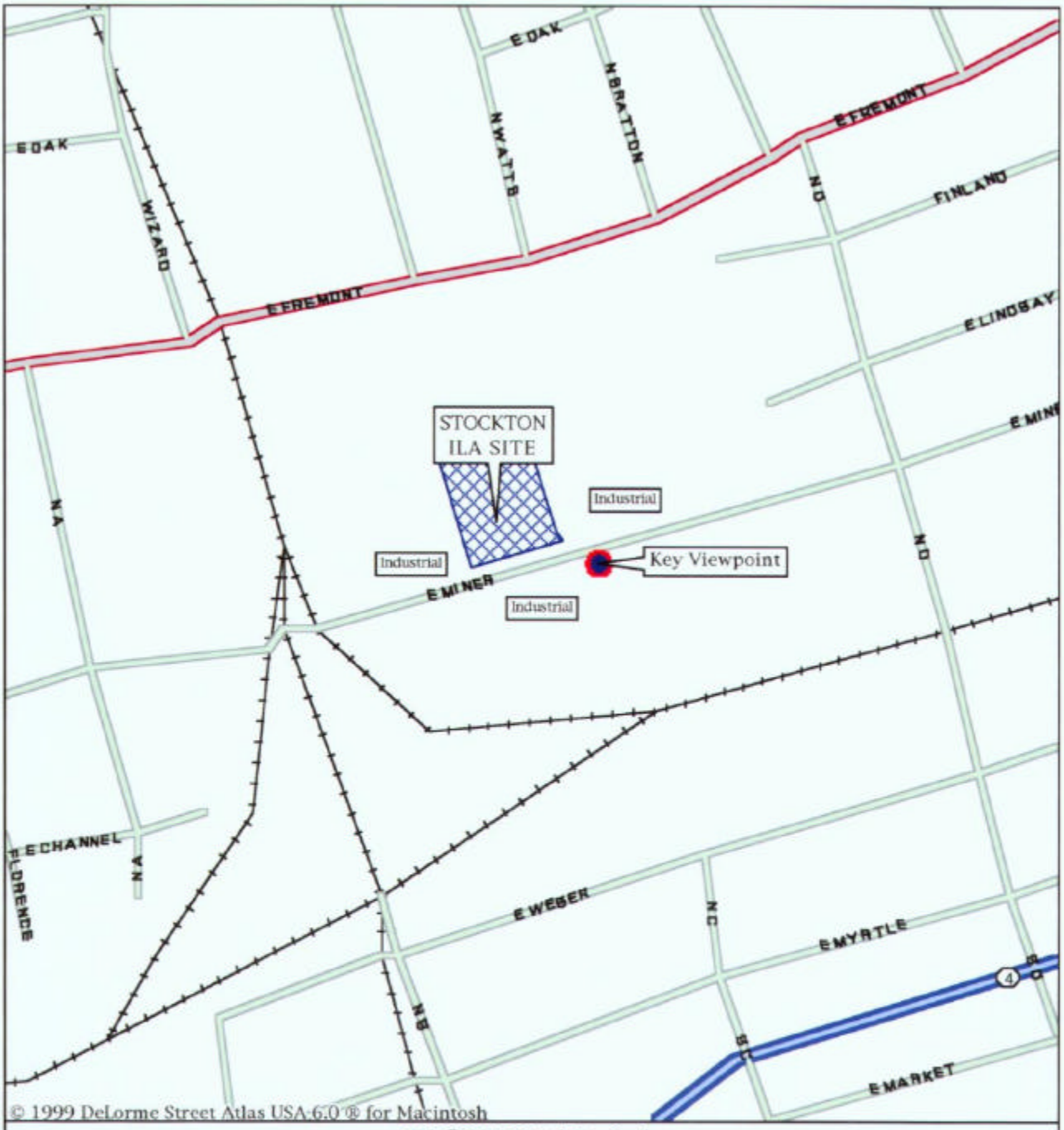

FIGURE 17-I-1

Mag 17.00
Mon Mar 06 16:22 2000
Scale 1:3,906 (at center)
200 Feet
100 Meters

Local Road
Major Connector
Interstate/Limited Access
Railroad

Level 3 Communications Infrastructure Project	**Figure 17-I-2** **Stockton ILA**	View to the northwest from the south side of Miner Avenue in the City of Stockton. The proposed ILA facility would be located within the existing building (at 2079 Miner Road) partially obscured by fog in the above photo.

VISUAL ANALYSIS DATA SHEET

KEY VIEWPOINT DESCRIPTION

LEVEL 3 SITE NO.
17
PROJECT COMPONENT
Stockton ILA
VIEWPOINT LOCATION
South side of Miner Avenue viewing to the northwest, toward the existing building proposed to accommodate the ILA at 2079 Miner Avenue. **[Note: building is obscured by fog]**
ANALYST
Michael Clayton
DATE
2/2/00

VISUAL QUALITY

[X] **Low** [ ] **Moderate** [ ] **High**	Views of the site encompass a foreground urban setting of industrial development, paved surfaces, and infrastructure. Overall visual quality of this landscape is considered **low.**

VISUAL ABSORPTION CAPABILITY

The site is already developed with a structure within which the proposed ILA is proposed to be located. Therefore, visual absorption capability is considered **high**.

VIEWER SENSITIVITY

Viewer expectations for the immediate project vicinity are for an urban environment with industrial character. The proposed project will not change the existing foreground visual character of the project site or viewer expectations. Overall viewer sensitivity is rated **low**.

VIEWER EXPOSURE

Visibility: High	**Duration of View:** Brief to Moderate
Distance Zones: [FG: 0-0.5mi.; MG: 0.5-4mi.; BG: 4mi.-horizon] Foreground	**Overall Viewer Exposure:** **Moderate** - resulting from high visibility, moderate traffic volumes, and brief to moderate duration of views.
Numbers of Viewers: Moderate	

VISUAL IMPACT SUSCEPTIBILITY

[X] **Low** [ ] **Moderate** [ ] **High**	Visual quality and viewer sensitivity are rated low while viewer exposure is rated moderate, and visual absorption capability is rated high. The minimal changes to the existing building exterior will not result in an increase in visual contrast and the changes will not be particularly noticeable to passing motorists on Miner Avenue. Therefore, visual impact susceptibility is rated **low**.

(over)

Level 3 Site No. 17 Viewpoint
(continued)

VISUAL CONTRAST RATING

CHARACTERISTIC LANDSCAPE DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Level	Indistinct (developed site)	Prominent, geometric
LINE	Horizontal	Indistinct (developed site)	Vertical, horizontal to diagonal
COLOR	Indistinct (developed site)	Indistinct (developed site)	Grey, tan, dark brown
TEXTURE	Indistinct (developed site)	Indistinct (developed site)	Smooth to coarse

PROPOSED ACTIVITY DESCRIPTION

	LAND/WATER BODY	VEGETATION	STRUCTURES
FORM	Same	Same	Same
LINE	Same	Same	Same
COLOR	Same	Same	Same
TEXTURE	Same	Same	Same

DEGREE OF CONTRAST

	LAND/WATER BODY				VEGETATION				STRUCTURES			
	NONE	LOW	MODERATE	HIGH	NONE	LOW	MODERATE	HIGH	NONE	LOW	MODERATE	HIGH
FORM	√				√				√			
LINE	√				√				√			
COLOR	√				√				√			
TEXTURE	√				√				√			

TERM: ☑ Long ☐ Short

CONTRAST SUMMARY: ☑ None ☐ Low ☐ Moderate ☐ High

PROJECT DOMINANCE

Subordinate ☐ Co-Dominant ☑ Dominant ☐

VIEW IMPAIRMENT

None ☑ Low ☐ Moderate ☐ High ☐

VISUAL IMPACT SIGNIFICANCE

Potentially Significant Impact	Less than Significant With Mitigation	Less than Significant Impact	No Impact
☐	☐	☐	☑